

C  
MO M

1027-27  
COPY 1 OF 1

File - MOD/IRAN

27 May 1963

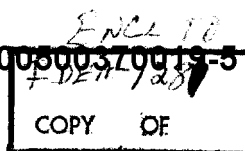
TO: 25X1A9a  
FROM: Fred C.  
SUBJ: PHASE III IRAN

Enclosed is a copy of the minutes of the Phase III  
IRAN meeting and a tentative schedule of same.

Encl 2

Fred

X



8 May 1963

25X1A9a

TO: Lt. Col. W. Freas

FROM: [REDACTED] 25X1A

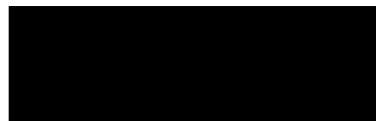
SUBJ: PHASE III IRAN

Meeting was held 10 April 1963 to discuss Phase III IRAN of U-2 aircraft. Those in attendance were:

4080th

Col. Des Portes  
Maj. Heyser  
Capt. Boyd  
Mr. Reimers

Headquarters



25X1A9a

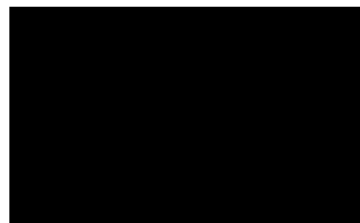
ASD

Lt. Col. Freas  
Capt. Seehafer

SAC Headquarters

Maj. Cooper  
Maj. Clarke

LAC



25X1A

P & W

The following procedures were established to govern program:

1. Received and delivery day shall be on Monday, starting July 8, 1963.
2. Turn-around time will be 10 weeks.
3. Selection of incoming S/N will be based on availability and will be determined by LAFB.
4. LAFB will advise LAC of incoming aircraft S/N 30 days prior to delivery to LAC.
5. LAC facility Palmdale, California will be receiving and delivery point for all FOG aircraft.

2.

6. LAC will ferry all aircraft between PMD and Burbank.
7. LAC will incorporate all outstanding S/B for which kits are available at time of IRAN.
8. Items of equipment having less than 100 hrs. of use remaining or a prescribed time change of 3 months calendar time, will be replaced; except those items critical in supply will not be replaced ahead of scheduled time. LAFB will be notified in writing of each delivery of any such item having less than 100 hrs. or 3 months to go.
9. Items of equipment having more than 100 hrs. remaining or a prescribed time change, will be visually inspected. Their operation will be checked as their related system is operated. As required, a functional check will be performed.
10. LAFB will supply us with a copy of aircraft records showing time which items of equipment were installed.
11. Time change items for which no records are available will be replaced.
12. All unauthorized installations not on present blueprint or S/B will be removed unless specifically requested to leave installed.
13. A/C will have plain hatch and Q-bay ballast installed when delivered to LAC.
14. WRAMA will continue to maintain adequate stock level at LAC to support this program.
15. All repairable peculiar U-2 items will be overhauled or repaired and returned to IRAN stock.
16. Spare built-up engine will be retained at LAC.
17. LAFB will not deliver any aircraft to LAC in which the engine has less than 15 hrs. to go till overhaul.
18. All engines due for H/S inspection within 50 hrs. will be sent to PAC by LAC. PAC to return engines in time for their installation in same A/C.
19. Any engine received with more than 100 hrs. remaining before overhaul will be given 100 hr. inspection at LAC by P & W reps.

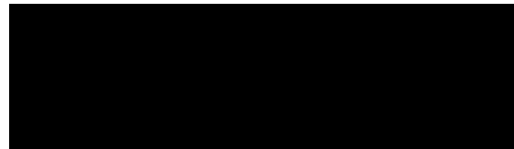
3.

20. Engines will be returned to LAFB in the same aircraft in which they were received, except for those cases involving engine trouble.
21. All aircraft will receive an inspection in accordance with the LAC IRAN book. This book will be essentially the same as that used for Phase II IRAN.
22. Electrical - Wiring will be replaced in the nose section, L/R wing, aft section, and engine compartment. Cockpit and Q-bay wiring replaced during Phase II IRAN to have 100% inspection only. Replacement only if necessary. Autopilot wiring in nose section to be consolidated and rerouted to facilitate maintenance. Flap and landing gear switches will be replaced with hermetically sealed type. Landing gear selection switch in cockpit shall be removed and overhauled by the vendor. Installation of autopilot mach sensor will be redesigned to facilitate maintenance. Batteries will be checked for condition. Inverters to be checked for frequency and voltage regulation. Generators inspected for condition of brush wear and so forth. DC load meters will be calibrated.
23. Autopilot - Complete records as to history of problems will be submitted by LAFB with delivered aircraft. Last flight prior to delivery to LAC, autopilot shall be analyzed and condition written up. Autopilot components will be functional tested as dictated by write-ups and condition.
24. Oxygen system - System bottles in cheek will be hydrostatically checked. Existing procedure will be followed on inspection and testing of complete system.
25. Plumbing - All lines with silicon sleeves shall be replaced. Hoses over two years old will be replaced. All instrument hoses will be replaced.
26. Fuel system - All tanks will be open and inspected for condition, cleanliness, tank seal and so forth. Metal tubes will be inspected 100% for condition. All sump tanks and other components will be inspected per existing IRAN procedures.
27. Oil system - Oil pressure transmitter will be relocated to eliminate traps.

4.

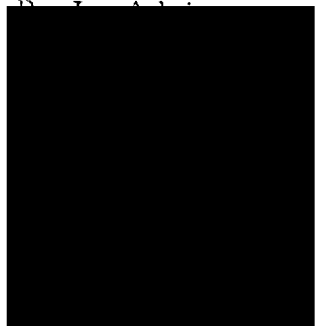
28. Landing gear - Complete teardown inspection and rework will be performed as required.
29. Controls - All control pulley brackets, cables, etc. will be thoroughly inspected for condition, cracks, corrosion and so forth. Particular attention will be paid to control cables running through the engine compartment H/S. These will be replaced as required.
30. Fuselage - Interior - All paint will be removed and skins checked for heat, corrosion and general condition. Area will be completely repaired. Replacement of skins in the aft section will be as required only. Skins forward of engine intakes, upper Q-bay area and nose lower surface must be inspected carefully for deep scratches, cracks, and corrosion. Replacement requirements will be negotiated. (Skins in the cockpit area if replaced will require forward section to be placed in jig.)
31. Exterior paint - Touch up or repaint only as required.
32. LAC will accomplish all test and acceptance flights as required at the completion of IRAN.

25X1A



Project Engineer  
Advanced Development Projects

cc: C. L. Johnson



25X1A